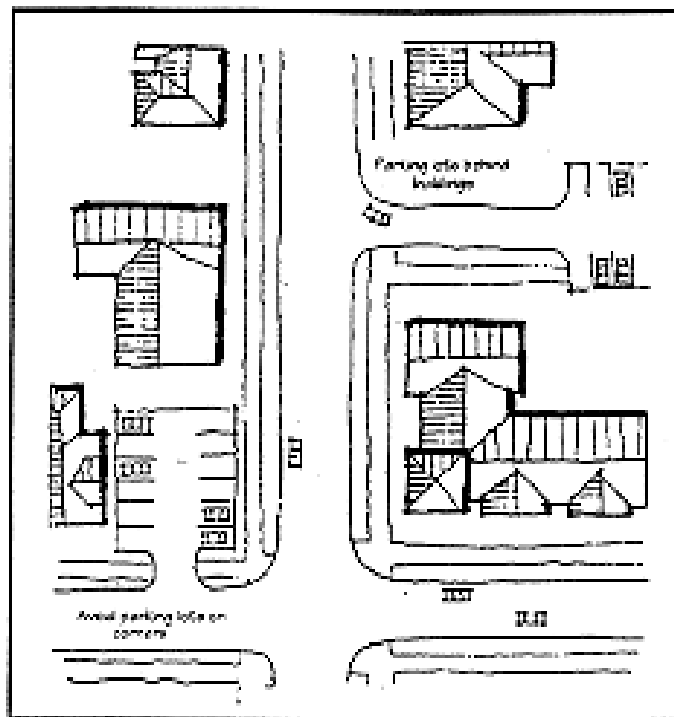


APPENDIX A: COMMERCIAL DESIGN GUIDELINES

The following guidelines are intended to implement the goals and policies of the comprehensive plan and the purpose of the commercial zoning districts (Section 40.230.010). These guidelines are not a mandatory requirement and are intended to be used in conjunction with the requirements of Section 40.230.010. The guidelines are general in their nature in order to encourage unique and innovative site design solutions from the applicant and to provide a varied landscape in the county. In order to encourage the implementation and use of aspects contained within these guidelines, site plan review standards may be modified or waived according to Section 40.520.040(E)(1)(d). Although not required for all development these guidelines may be recognized as adequate mitigation measures in specific circumstances.

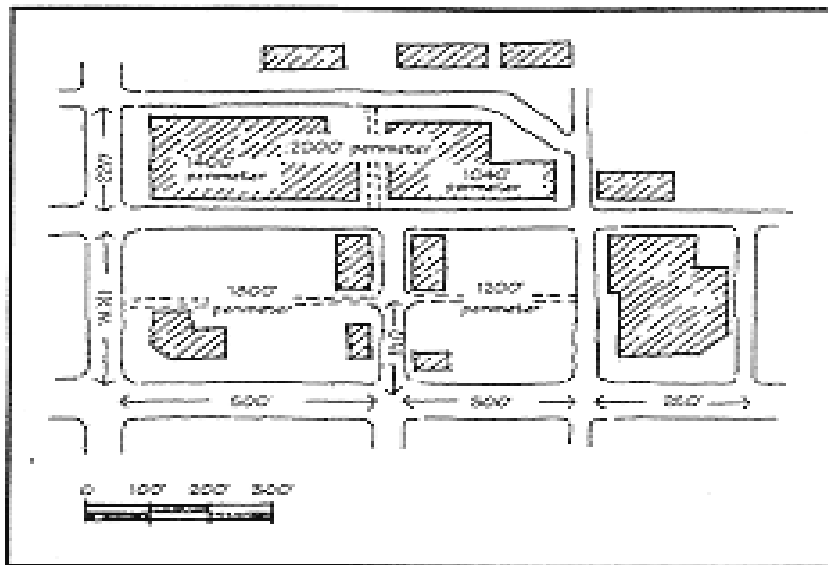
A. Automotive Circulation and Parking Guidelines.

1. Parking lots should be located in such a manner as to encourage pedestrian access to the development, connect uses to the street and decrease the distance between adjacent developments. To accomplish this, parking should be located behind and to the side of buildings and should not be placed on the corner of two streets. (See figure below).



2. The auto circulation system and parking should be designed as an extension of the public street system to provide a connection to the public street and to draw users onto the site. This can be accomplished through the use of continuous sidewalks, landscaping consistent with public streets, utilization of the street elevation, the use of parallel parking and the use of driveways and circulation drives as mid-block connections. (See figure below).

3. Parking lots and developments should be divided into blocks with perimeters of eight hundred (800) to two thousand (2,000) feet (two hundred (200) to five hundred (500) feet per side). This works to create walkable blocks of a human scale and sense of place and provides opportunities for future development as well as recognizing the current demand for parking. (See figure below).

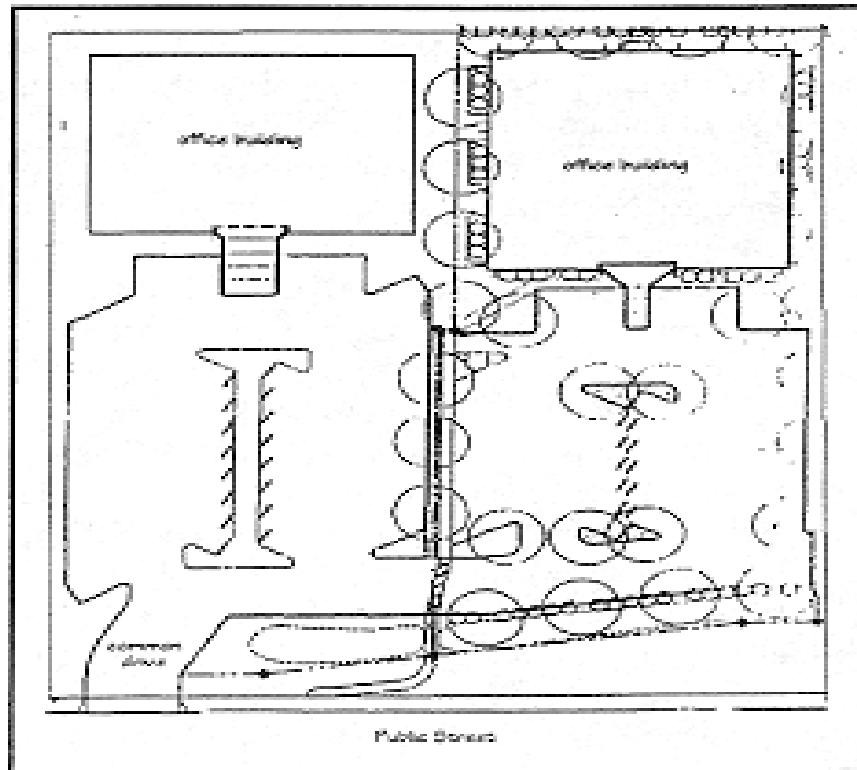


4. In order to reduce the amount of land devoted to surface parking, shared parking between users is encouraged. Users with differing peak periods such as offices and movie theaters are especially suitable for shared parking.

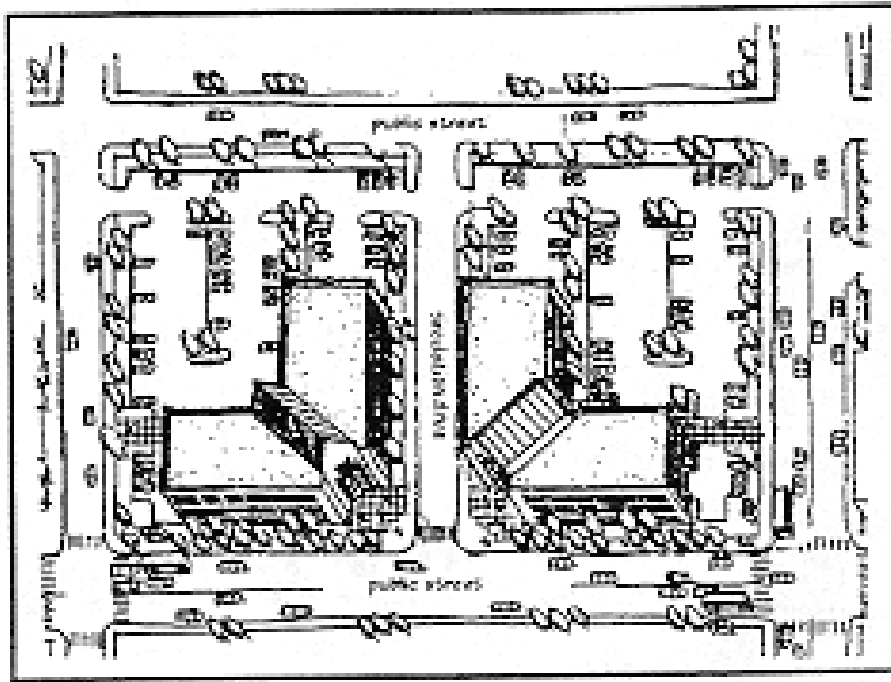
5. Common driveways between users are strongly encouraged wherever possible in order to reduce curb cuts and the frequency of auto traffic interrupting the pedestrian infrastructure. All curb cuts should be as narrow

as safety allows (subject to Section 40.350.030 Street Standards) in order to reduce the distance a pedestrian must cross.

6. To provide greater opportunity for pedestrian interconnectivity and to prevent autos from having to use the public street system to travel between adjacent developments, parking and pedestrian circulation should be designed to accommodate connections between developments. (See figure below).



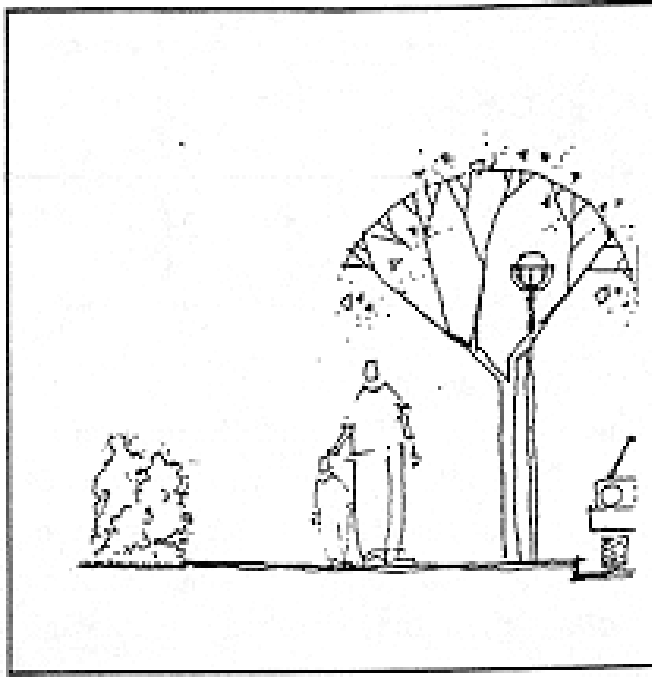
7. To facilitate more pedestrian-friendly design and foster the civic associations of more public spaces, parking separating building frontages from the public street system should be designed to have a “street feel,” incorporating pavement markings, street trees, street furniture and parallel parking. (See figure below).



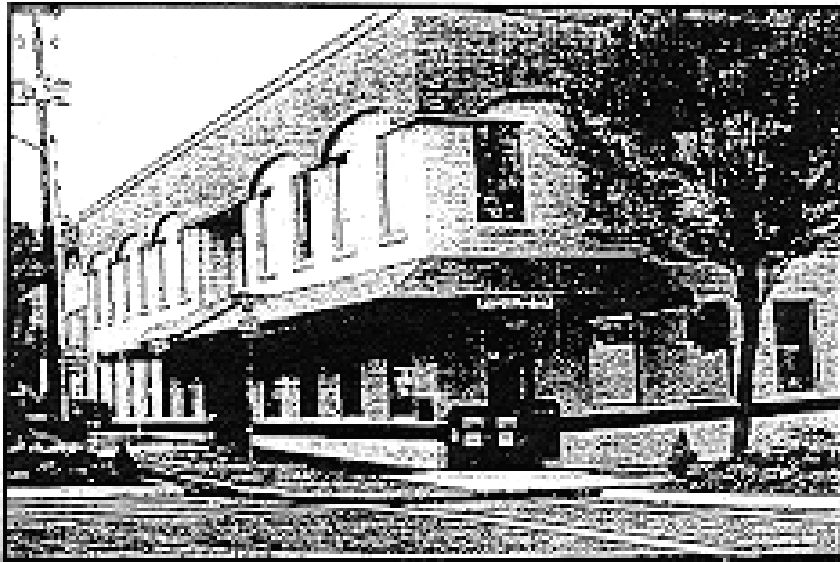
8. In order to reduce the growth of surface parking which results in decreased densities, increased sprawl, separation of uses and anti-pedestrian environments the amount of parking should generally be limited to no more than one hundred twenty-five percent (125%) of the required minimum amount.

B. Pedestrian Infrastructure Guidelines.

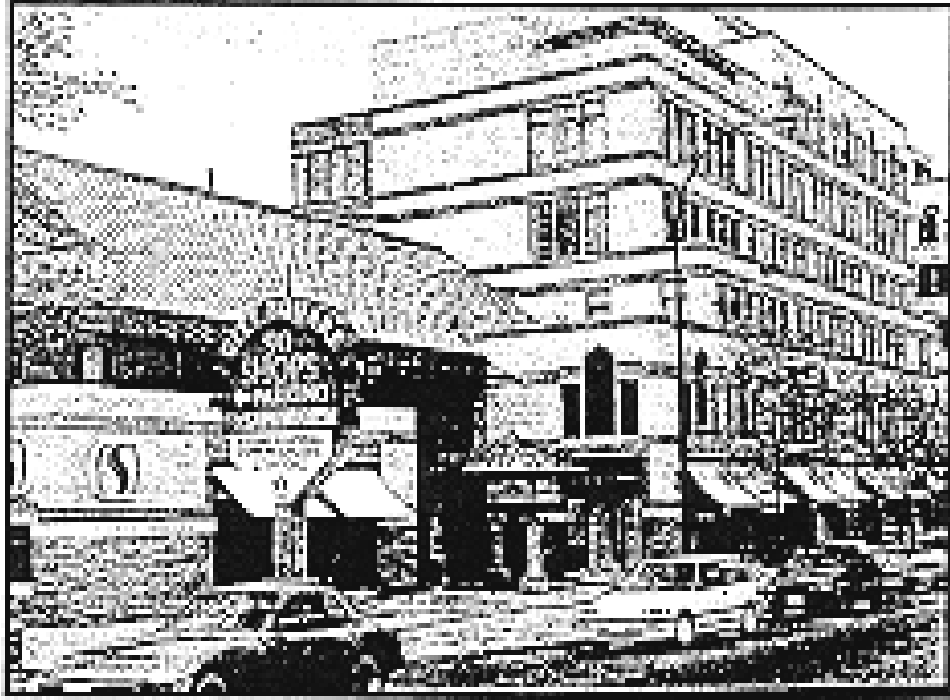
1. Pedestrian linkages should be designed to provide the most direct route to the public transportation infrastructure to avoid out-of-direction travel and minimize travel distance. Linkages should be a continuation of the public infrastructure to reduce dead-end paths and encourage users to the development. Consideration should be given to off-site destinations in the design of the system.
2. Pedestrian circulation routes should be composed of treated surfaces such as scored, brushed, stamped and colored concrete, and brick pavers in order to differentiate the pedestrian system from the auto system. Where routes cross driveways a continuous raised crossing composed of a different paving material should be provided.
3. Landscaping should be provided between the pedestrian circulation system and automobile areas to provide protection, security and accessibility for the pedestrian. Parallel parking can also be used to buffer pedestrian routes from moving vehicles. (See figure below).



4. Amenities such as benches, sitting areas, art, pedestrian squares and varied building facades should be provided along pedestrian routes to add interest and convenience to the user. (See figure below).



5. To provide for convenience, pedestrian facilities along building frontages and developments should incorporate rain protection and boulevard landscaping whenever possible. When such facilities are provided, special attention should be given to ensure pedestrian safety, security and convenience by not creating enclosed spaces that may shelter potential criminal activity. Appropriate lighting should be incorporated whenever possible. (See figure below).



C. Site Design Guidelines.

1. To provide for a welcoming and accessible streetscape, primary building entrances should be oriented toward the public street and pedestrian and transit facilities.
2. Build to the Sidewalk. Buildings should be located as close as possible to the public street and sidewalk, preferably at the sidewalk line or the minimum required buffer. If buildings are not located at the street, the circulation drive and parking at the front of the building should be designed with the look and feel of a street including such things as street trees, parallel parking, street furniture, windows and sidewalks. (See figure below).

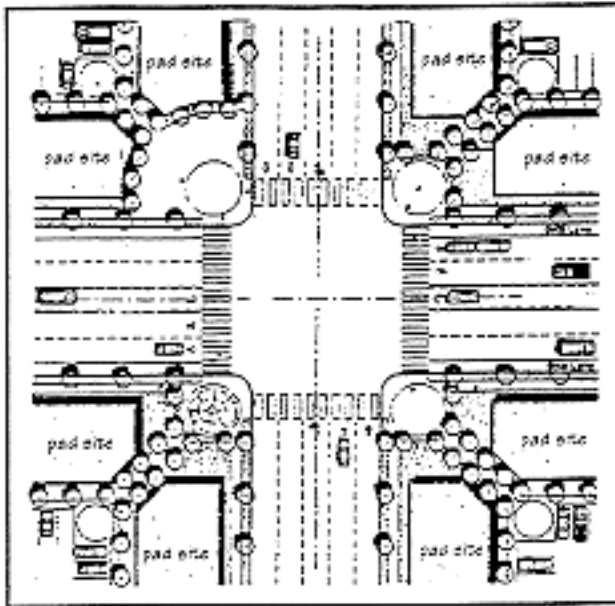


3. Commercial development should provide spaces for civic interaction and frequently serve as public spaces. To make these more accessible and accommodating to the public, pedestrian plazas, street furniture and public open spaces should be incorporated as site amenities whenever possible. Creative configuration and type of landscaping and buffering can be used to accomplish this.

4. To create welcoming public spaces and increase accessibility and penetrability of commercial development, buildings on corner lots should be located on the street corner with building frontage on both streets with primary entrances oriented toward the intersection. If no buildings are located at street corners pedestrian plazas and amenities should provide a focus for the area. (See figure below).



5. Pad development should be located at the corners of a development or at the intersection created by the site driveway with the public street. The location and site design of pad development should be in conformance with all design guidelines. (See figure below).



6. If buildings are not located at the corner intersections, monumentation should be incorporated at key or focal intersections within or on the perimeter of developments to foster a sense of community identity and arrival. Monumentation should be of an appropriate size, scale and design to accomplish this.

D. Architectural and Building Design Guidelines.

1. The ground floor of building facades facing streets should have at least fifty percent (50%) of the total wall area in permeable surfaces (windows, pedestrian entrances, open shops). (See figure below).



2. Buildings with frontages greater than fifty (50) linear feet should vary the building line and create offsetting walls, awnings, arcades, modulated wall textures, climbing landscaping materials and other features that break down the scale of the wall. (See figure below).



3. Buildings should integrate awnings, overhangs or other rain protection features when abutting pedestrian amenities. (See figure below).

